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No. 13,921 號壹拾月十年式零百九仟壹英港香 HONGKONG, FRIDAY, OCTOBER 31st, 1902. 伍角票 號壹拾月十年式零百九仟壹英港香 PRICE, \$1 PER MONTH

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8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
NIGHT CABS. NIGHT CABS.  
45 p.m. & 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
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9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 10 minutes.  
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Hongkong, 1st October, 1902.

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Bicycles can be had in Second-hand Machines,  
Repair executed with promptitude and skill.  
Ensuring a Specialty.

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43 & 44, QUEEN'S ROAD EAST,  
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Hongkong, 22nd October, 1902.

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COLOURED FLOWER SILK and SILK  
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LADIES' RID GLOVES, IN-  
PANTS, SHOES, LACE, HANDKER-  
CHIEFS, LADIES' CAPE, SKIRT  
BEADS, MUSLIN, COTTON, COLOURED  
GIMP TRIMMING, CHILDREN'S SILK  
CAPS, ETC.  
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\$25 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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THE "PALM MALL,"

\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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\$15.75 PER BOZ.

A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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\$43.75 PER DOZ. QUARTS.

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Hongkong, 3rd July, 1902.

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### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. W. Chatham, Director of Public Works; Hon. Dr. F. W. Clark, Medical Officer of Health; Mr. F. J. Badley, Captain-Superintendent of Police; Mr. C. M. Messer, Acting Registrar-General; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. G. A. Woodcock (Secretary).

#### ANTI-PLAQUE MEASURES.

The PRESIDENT moved, in accordance with notice given, "That the Board obtain authority to insert an advertisement in the English and Chinese newspapers requesting the occupiers of domestic buildings to co-operate with the Board in its efforts to combat plague by thoroughly cleansing their dwellings between the 15th November and 15th December next; and informing the owners and occupiers of domestic dwellings that the Board proposes after December 15th to strictly enforce the provisions of the Bye-laws governing 'Domestic Cleanliness and Ventilation,' and that the Board will, if on inspection it be found necessary, direct its officers to cleanse and disinfect premises under the provisions of the Bye-laws for the Prevention or Mitigation of Epidemic Enteric Contagious Disease." However that the bye-laws referred to in the motion were to the effect that the occupier of any domestic building shall at all times cause such buildings to be kept clean and in a healthy condition and that the Board shall, if satisfied that any domestic building in the Colony was in dirty condition, give notice to the householder to have such building in respect of which notice had been given thoroughly cleaned and whitewashed within one week from the date of the receipt of such notice, and that the householder shall cleanse and whitewash such house in accordance with the terms of such notice. From remarks made at the last meeting of the Board by the Chinese representative, it was evident that the Chinese preferred to undertake this work themselves. They should have an opportunity to do so, and with that object in view he had brought forward this motion. A month had been given them in which to do this work, and what was required was that in that time not only every Chinese house should be thoroughly cleaned but also that European residents should see that their servants' quarters were also cleaned. Everything should be taken out of the rooms and the floors thoroughly swept and scrubbed, and in the Chinese tenement houses particularly this was needed, as dirt and dust accumulated in the cubicles under the beds and in the corners. It at the expiration of the time given—from the 15th of November till the 15th of December—it was found that this had not been done, it would be necessary for the Board's officers to cleanse the premises under the provisions of the bye-laws for the prevention or mitigation of epidemic, endemic or contagious diseases. These bye-laws gave the Board power to undertake this work even in non-epidemic time. Before doing so, it would be necessary to define the areas to be dealt with. This could be done by a motion defining the City and Kowloon. The advantages of this method were that the co-operation of the Chinese would be obtained, as the proposed method would be less troublesome to them; secondly, the whole of the Colony would be cleansed in about one month instead of taking five months, as was the case last year; and, thirdly, the cleansing operations would be sources of revenue rather than expenditure, as defaulters would be fined. (Hear, hear.) With regard to the benefit of cleansing *versus* anti-plague inoculation, he would draw the attention of the Board to the following remarks made by Sir William Collins in a popular address delivered at the recent Sanitary Congress at Manchester on "Man versus the Microbe," which he thought were very appropriate of the question. "The natural vigour of their own life," Sir William Collins said, "was the best security men had against the invasion of their bodies by lowly forms of animal or vegetable life. Healthy life was fatal to disease germs." Sir William Collins suggested that bacteriologists stood too close to their speciality to see it in proper perspective, and argued that in other diseases of man and animals, the sanitary methods of cleansing the environment had been more useful in stamping out disease than methods of the bacteriologist, which transferred the battle-ground with disease to the blood and tissues of the individual, though apparently successful in the laboratory, had failed in practical application. In other words, Sir William Collins stated that the cleansing of the environment was better than inoculation. Dr. Atkinson then formally moved the resolution.

Mr. OSBORNE in supporting the motion, said he was quite sure that every member of the Board, and especially their Chinese colleagues, would do all in his power to assist in the direction indicated by the President. (Mr. Fung Wa Chun.—Hear, hear.) There was, however, another direction in which it would be necessary, he thought, for the Board, or, rather, the powers that be, to look well ahead, and that was with regard to the supply of water. On Wednesday's notice appeared in the papers, to the effect that from the 1st of November water would be turned on in the City of Victoria for all houses only and in the Hill district for three-quarters of an hour.

Hon. Dr. CLARK.—Four hours in the City.

Mr. OSBORNE excused himself, and proceeded to say that if this process of cleansing was to be properly carried out they must make arrangements for an adequate supply of water, otherwise the Chinese would have a very reasonable excuse for not cleansing their premises as thoroughly as could be wished. They would simply say that they could not cleanse because they had no water, and therefore Mr. Osborne desired to suggest that the Board ask the Government to make arrangements for a proper supply of water during the time that the cleansing operations were proceeding.

Mr. FUNG WA CHUN also concurred in the President's view, and favoured Mr. Osborne's remarks with regard to an adequate supply of water. It was impossible, he said, to cleanse a house without water, and he ventured to suggest that the President embody in his resolution a proposal for the appointment of two or three members of the Board to arrange details for the carrying out and supervision of the cleansing operations by the Board's officers and colleagues such supervision as he had in mind, he thought, would prevent the infliction of unnecessary hardships on the Chinese.

The PRESIDENT was of opinion that Mr. Fung Wa Chun did not quite understand the proposal. The Chinese would be given a month in which to do the work, and it was only in the event of their failing to do in that period what was required of them that the Board's officers would be called upon to take on the waterworks.

Mr. Fung Wa Chun replied that it would do no harm to get two or three members of the Board to supervise the cleansing gangs.

The PRESIDENT.—That is, I suppose, if the Chinese themselves do not do the work.

Mr. OSBORNE.—Then we could discuss the matter.

Mr. Fung Wa Chun.—Yes, very well.

Mr. LAU CHU PAK remarked that there was another point worth considering, and that was in relation to the notices proposed to be given.

A more advertisement in the local newspapers was not sufficient, because, as members were probably aware, many Chinese could not read English, and did not even their own language. In addition to such advertisement in the local newspapers, he thought that the Board should cause a large number of handbills to be printed in plain, colloquial Chinese and freely distributed, so as to enable the occupiers of Chinese domestic houses to know what they were required to do.

The PRESIDENT.—That is a very useful proposal; I think the matter might be left to the Registrar-General.

Mr. MESER.—Certainly.

The PRESIDENT (continuing).—The question of supplying water, I think, is a most important one, but personally I also think that sea water—salt water—does as well for cleansing purposes as fresh water.

Mr. Fung Wa Chun.—You cannot clean a house—the inside of a house, at any rate—with salt water.

The PRESIDENT.—You can scrub the floors with it.

Mr. DR. CLARK.—I think that if there is going to be a four hours' supply there will be sufficient water to cleanse the houses. Anyway, I do not think we need trouble about that at present.

Mr. Fung Wa Chun.—If we get a four hours' supply.

The PRESIDENT's motion was then put to the meeting and agreed to unanimously.

DUST-CLOUDS.

Mr. OSBORNE moved, "That measures be taken to stop the nuisance caused by scavenging coolies raising clouds of dust in the public streets." With the advent of the dry season, he said, the street-scavenging coolies seemed to have become possessed of most extraordinary vigour and zeal—(laughter)—and evidence of this might be experienced almost anywhere in the clouds of blinding dust which he created. Armed with a powerful rattan broom, he progressed with great speed rapidly through the streets, whisking dust and debris from side to side, and if perchance a European passed his way, and especially if that European happened to be a lady, clad in the fashionable garb of a trailing skirt, then his energy knew no bounds. (Laughter.) There might possibly be some explanation for this; it might be that to his untutored intellect the trailing skirt presented itself in the light of a possible rival.—(laughter)—but be this as it might, there could be no such justification in regard to male attire, and therefore he had been asked to bring the matter before the Board in the hope that the coolie's mode of operation might be curbed, and as a remedy would suggest that he be let free only at night and the sweeping done when the streets were empty. (Applause.)

The PRESIDENT thought this was more a matter for the Board to arrange with its officers. He might state that as recently as the 9th of this month he had made a complaint to the Medical Officer of Health in regard to the matter. Numerous complaints had been received as to the nuisance existing, both in Battery Path and in Garden Road, from 9:30 a.m. and 1 p.m. the hours when Europeans were mostly coming out and going to the lower tram station. He thought that since then the nuisance had been somewhat abated.

Mr. OSBORNE said that it had been recently brought to his notice as existing in the Peak Road, near the tramway station. Perhaps it would not be necessary to press a formal motion.

The PRESIDENT was sure that if the matter was left to the Medical Officer of Health he would satisfactorily arrange it.

Mr. W. CHATHAM thought that was the proper course to adopt. The carrying out of this work he understood, was entirely in the hands of the Board, and its performance was looked after by its executive officers who, if they had instructions, would no doubt do their best to instigate or prevent any nuisance of this kind. At the same time, of course, wherever scavenging had to be done dust was a necessary concomitant, but he thought that if the hours could be regulated so that the sweeping would be done as had been suggested, when the streets were free from passers-by, then there could be no grounds for complaint.

Mr. OSBORNE agreed to the President's suggestion and said he would not press his motion.

OTHER NUISANCES IN COOTIES.

Mr. OSBORNE next moved: "That Government be asked to make provision in the next conservancy contract for fixing the contractor when there are reasonable grounds to suspect that his coolies have thrown night-soil into the drains or on the hillsides." In the case brought to his notice, concluded Mr. Osborne, there was evidence to show that a coolie had dropped his burden on the hillsides draining into Pok-fuun Reservoir, and that was a very serious offence, more especially as, he understood, a case of cholera had occurred in the house.

Hon. Dr. CLARK.—He was prepared to formally second the motion, merely with a view to enable the Board to obtain the advice of the Crown law advisers. As Mr. Osborne had said, the suggestion as it stood was a trifle of British law and probably could not be put into force in that particular way. It was possible, however, that the difficulty might be got over by a by-law. The Board had the power to make by-laws, and these by-laws had the direct force of law; but at any rate this was a point which he thought might be considered and discussed by the law advisers of the Crown. If Mr. Osborne would concur, he should like to suggest that the question be referred to the law advisers of the Crown. He would be very pleased to meet the Crown Solicitor and discuss the matter with him.

Mr. Fung Wa Chun said he was in favour of such a by-law being made as had been suggested. If the making of it lay with him, he would not confine himself to dealing with offences committed on the hillsides but over the whole of th Colony.

Mr. OSBORNE.—That is done privately.

Mr. Fung Wa Chun replied that while that was so, a stringent law was necessary. He had heard complaints after complaints that the night-soil coolies simply dumped the night soil in the storm-drains. Last week he had heard of such a case occurring at the junction of Old Aberdeen Road and Hollywood Road. It was really an awful thing, and those coolies who offended in this way should be severely punished.

The motion was carried unanimously.

INFECTED WATER.

The analysis by Mr. F. Broome, Government Analyst, of a sample of water taken from a well at 93, Jervois Street, showed that the water was so tainted with impurities as to be unfit for potable purposes and likely to prove injurious to health.

The report was circulated amongst members,

who were asked to state whether they agreed that the well should be closed. The following minutes were appended:

Col. Hughes.—Close.

Mr. Lau Chu Pak.—No, if the water is not used for potable purposes.

Mr. Fung Wa Chun.—I am not in favour of closing this well so long as the water is not used for potable purposes, and a notice should be posted up to this effect.

Mr. F. J. Balfrey.—Close.

Mr. Dr. Clark.—Close. Who is going to stand by and see that it is not used for drinking purposes?

Mr. W. Chatham.—Close.

Mr. C. M. Messer.—Close.

The PRESIDENT moved that the well be closed. Mr. OSBORNE seconded.

The motion was carried *en masse*.

MORTALITY STATISTICS.

The mortality statistics of the Colony for the week ended 11th October show the death-rate per 1,000 of sumum to be 14.3, against 19.3 for the previous week and 20.1 for the corresponding period of last year.

RETURNS OF RATS.

During the week ended 27th October the total number of rats caught in the Colony by the Board's rat-catchers was 1,984—1,260, of which 25 were infected, in Victoria, and 628, of which 11 were infected, in Kowloon.

This was all the business.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 29th September.

The International Ordnance Congress held at Hamburg at the beginning of this month was of a highly interesting character, since it brought together a number of the most prominent and best known experts in this field of learning, who availed themselves of the opportunity to compare notes upon the topics of most recent interest and thus bring themselves absolutely up to date in the subjects which came under discussion. But the importance of this conference to the public at large will not compare with that of the International Maritime Conference, which met here on the 25th instant and two following days and from which results of the highest utility are expected. The deliberations are of international importance, since they will in all probability have a considerable effect in regulating and unifying the present chaotic state of the law regarding the shipping of all countries. The conclusions arrived at will be referred to the various governments and will form the basis of an international agreement. From the constitution of the Committee there can be no doubt that the topics under review have been subjected to the ablest treatment that could possibly be found in the respective countries. The English Committee is presided over by the Lord Chief Justice, who has unfortunately been unable to attend in person, and among the English delegates are Mr. Justice Phillimore, the Chairman, and Secretary of Lloyds, the Chairman of the Chamber of Shipping, besides representatives of many of the most influential shipping bodies. Burgomaster Mörkberg received the delegates on behalf of Hamburg and was supported by the chief legal authorities—Dr. Sieveking, President of the Hanseatic Oberlandgericht, the President of the Chamber of Commerce, Dr. Oswald, Dr. Heinz, Dr. Schröder and others. The Conference had had a very extensive range of subjects with which to occupy itself, for the enormous diversity in the laws affecting shipping in different countries.

On the 25th instant are proceeding apace. The Admiralty has refused the suggestion that the crew of H.M.S. *Terrible* should take part in the event as the ship pay off on the 24th.

LORD KITCHENER'S GUESTS AT DELHI.

The Marquis of Hamilton has informed the Conservative Whips that he will be unable to support the Education Bill, unless the popular control is largely increased.

London, 15th October.

Mr. Balfour, speaking at Manchester, said that the Government would deserve the contempt of this and succeeding generations if, in defiance of clamour raised on false issues, they hesitated in their duty and failed to pass the education reform so urgently required.

LONDON, 14TH OCTOBER.

The opposition to the Education Bill centres in clause 7, dealing with the composition of the Boards of Managers, which, it is contended, gives inadequate public control over public money in the case of voluntary schools. The increasing agitation against the payment of the educational rate in the event of the Bill passing testifies to the intensity of feeling.

Sir George Newnes, M.P., speaking at Swansea, said that he intended to absolutely refuse to pay. He would rather let the bailiffs seize and sell his furniture.

LONDON, 16TH OCTOBER.

Lord Rosebery, in a speech at the City Library Club, has made a strong pronouncement against the Education Bill.

LORD KITCHENER'S GUESTS AT DELHI.

The Right Hon. Sir Mountstuart Elphinstone Grant-Duff, speaking at Birmingham, said he would be glad if the Germans continued the railway from Konjai to Bagdad, even if extended to the Persian Gulf. He did not share the apprehensions of evil to the British. He believed Russia desired to push to the Persian Gulf and establish a naval station. It was conceivable that she might even wish to challenge our position in the Indian seas. It was nonsense to suppose Russian statesmen had designs on India.

THE PERSIAN QUESTION.

London, October 16th.

The Right Hon. Sir Mountstuart Elphinstone Grant-Duff, speaking at Birmingham, said he would be glad if the Germans continued the railway from Konjai to Bagdad, even if extended to the Persian Gulf. He did not share the apprehensions of evil to the British. He believed Russia desired to push to the Persian Gulf and establish a naval station. It was conceivable that she might even wish to challenge our position in the Indian seas. It was nonsense to suppose Russian statesmen had designs on India.

LONDON, 13TH OCTOBER.

The Powers are proceeding to the spread-eagle speeches in clause 7, dealing with the composition of the Boards of Managers, which, it is contended, gives inadequate public control over public money in the case of voluntary schools. The system adopted by the U.S. and several other countries is to limit the liability of the owner to the value of their ship at the end of the voyage, whereas the English owner's liability is limited to £3 per ton of his vessel's gross tonnage and to £15 per ton when there is loss of life.

According to the Dutch and Russian systems, the liability of the owner will vary enormously according as it comes under the United States, the English, the German or some other law, and it is not always evident the outset of the adventure under what code any particular event will be judged. An element of uncertainty therefore enters into the transaction which may have the most disastrous consequences and cannot fail to be injurious to trade.

The report of the English Committee, which was accepted by the Congress after much discussion, favours an unification of the laws of all countries instead of the adoption of the laws of the flag, and chief amongst the subjects dealt with by the report is the framing of an international agreement for dealing with collisions at sea, which has for its theme a homogeneous combination of the systems in vogue among all nations and some precise rules of territorial jurisdiction.

In this draft code compulsory pilotage cannot be pleaded and a vessel in tow is made liable for the fault of her tugs, but it is competent for her to proceed against the tug-boat.

There can be no claim in the event of an accident to a vessel being at anchor, the right of action is barred with the lapse of two years.

The next important question dealt with in the draft code is salvage, which is clearly defined as successful services in saving the ship from impending peril or after actual loss. All such services entail a right to remuneration, but the services must be successful and the salvage money cannot exceed the value of the property recovered.

Moreover, contracts made when a vessel is in imminent danger may be modified by the Court in the event of their being inequitable. If the Congress has succeeded in paving the way for an international agreement upon some of the points discussed it will have accomplished a signal service to shipping and commerce throughout the world.

INTERNATIONAL ARBITRATION.

London, 15th October.

The captain of the *Kronprinz Wilhelm*, that ran down the English steamer in the Channel, stated in New York that he had encountered thick fog on the 8th October, and slowed to half-speed, after which two collision occurred.

THE "TERREIBLE" AT HOME.

London, 16th October.

The analysis by Mr. F. Broome, Government Analyst, of a sample of water taken from a well at 93, Jervois Street, showed that the water was so tainted with impurities as to be unfit for potable purposes and likely to prove injurious to health.

The report was circulated amongst members,

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

### NEW ADVERTISEMENTS NOTICE

**THE INTEREST** and RESPONSIBILITY of Ms. H. J. KARANJA in our Firm in Shamen, Canton, CEASED from 1st November, 1901, and the only Partner is one of the Firm now is—  
S. N. KARANJA.  
H. N. KARANJA.  
P. N. KARANJA.  
ROMANEE & CO.  
Canton, 24th October, 1902. [2883]

BOARD AND RESIDENCE—KOWLOON.

COMFORTABLE Board and Residence in Kowloon, near the beach. Good locality. Five minutes' walk from the ferry. Terms moderate—  
Apply—  
Care of Daily Press Office.  
Hongkong, 31st October, 1902. [2881]

EXCURSION! EXCURSION!! EXCURSION!!

If sufficient inducement offers, the comfortable S.S. "CHIUKONG" (late "Hakon Maru") will make a special trip to MACAO, leaving the OLD CANTON WHARF at 6 p.m. TO-MORROW, the 1st November, and will leave Macao for Hongkong at 8 p.m. on SUNDAY, the 2nd November. Return Fare—\$2.00.  
Return to Canton for Relaxed trip—\$5.00.  
Tickets can be had on board.  
Hongkong, 31st October, 1902. [2882]

PUBLIC AUCTION.

**T**HIS Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on MONDAY,

the 3rd NOVEMBER, at 2.30 P.M., at their SALES ROOMS, 29, Des Voeux Road, SUNDRY HOUSEHOLD FURNITURE, comprising—

PLUSH COVERED DRAWING ROOM SUITE, SINGLE and DOUBLE IRON and BRASS BEDSTEADS, TEAKWOOD SIDEBOARD and WARDROBES with BEVELLED GLASS, MARBLE TOP STANDS, VIENNA CHAIRS, IRON and BRASS FENDERS, DINNER SERVICE, TEAKWOOD EXTENSION DINING TABLE, CUTLERY, GLASS WARE, &c., &c.;

Also

One MUSICAL BOX, Three BICYCLES, a Quantity of ELECTRO-PLATED WARE, One YOST TYPEWRITER and Two CAMERAS.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2885]

PUBLIC AUCTION.

**T**HIS Undersigned has received instructions from Messrs. KRUSE & CO., to Sell by Public Auction,

on THURSDAY,

the 6th NOVEMBER, 1902, at 12 o'clock Noon, at his SALES ROOM, Luddell Street, 20 COLUMBIA AND HARTFORD BICYCLES.

(Ladies' and Gent's) Chainless and Freewheel with Coaster brake.)

N.B.—These Bicycles are guaranteed new and to be in first-class condition. They are sold to make room for Messrs. Kruse & Co.'s fine display of Christmas Fancy Goods.

TERMS.—Cash on delivery.

Catalogues will be issued. On View from Wednesday, the 5th November.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 31st October, 1902. [2887]

SALE OF VALUABLE CURIOS, &c., BY PUBLIC AUCTION.

**T**HIS Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY AND SATURDAY,

the 7th and 8th NOVEMBER, 1902, at 2 P.M., each day, at No. 16, PRAYA CENTRAL, near the Douglas S. Co.'s Wharf,

VALUABLE JAPANESE CURIOS, consisting of SATSUMA and CLOISONNE WARE, IVORY CARVINGS, SCREENS, LACQUER WARE, BRONZE, TEA-ETS, &c., &c.

Catalogues will be issued and same will be on view some days before the sale.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2888]

PUBLIC AUCTION.

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FRIDAY AND SATURDAY, the 7th and 8th NOVEMBER, 1902, at 2 P.M., each day, at No. 16, PRAYA CENTRAL, near the Douglas S. Co.'s Wharf,

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2889]

PUBLIC AUCTION.

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2890]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2891]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2892]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2893]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2894]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2895]

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TERMS.—As usual.

HUGHES & HOUGH,  
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TERMS.—As usual.

HUGHES & HOUGH,  
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Hongkong, 31st October, 1902. [2897]

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TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers  
Hongkong, 31st October, 1902. [2898]

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Catalogues will be issued and same will be on

view some days before the sale.

HONGKONG  
BUSINESS DIRECTORY.  
BOOKBINDING

DAILY PRESS OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

A CHIEF & CO., Established 1889.  
Every Household Respirator. Depot for  
Eastman's Kodak Prints and Accessories;  
17a, Queen's Road Central.

## JEWELLERS

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 49  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Toledo

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST,  
Bromide and Oryzon Enlargements and  
also colouring Photos and relief Photos  
Views of China and Manila. Work  
done for Amsterdam, No. 8, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Printed by Englebrecht.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors. Ship Chandlers, Sail-  
makers, Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Sail-  
makers and Coal Merchants. Sails  
supplied to Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineer  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.

MORRE & SEIMUND,  
45 and 46, Des Voeux Road. Shipchandlers,  
Sailmakers, Engineers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners Composition ("Grey-  
hound," Brand), and Blundells  
Spence & Co.'s Composition.

## WATCHMAKERS

DROZ & CO.,  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

## PUBLIC COMPANY

THE PUNJOM MINING COMPANY,  
LIMITED.

**A**N EXTRAORDINARY GENERAL  
MEETING of SHAREHOLDERS  
in the above named Company will be held at the  
COMPANY'S OFFICE, 13, BRAGGFIELD  
ARCANE, Victoria, in the Colony of Hongkong,  
on TUESDAY the 1st NOVEMBER, 1902,  
at 12 O'CLOCK NOON, for the purpose of  
considering, and, if thought fit, passing, the  
following Special Resolution:

1. That the Capital of the Company be  
increased by the creation and issue of  
60,000 New Shares of \$11  
each, with the sum of \$10 paid up on  
each, and that the Directors be empowered  
and authorized to accept surrenders of  
the present \$10 shares on which the  
sum of \$10 each has been paid up, and that  
the New Shares of \$11, with the  
sum of \$10 paid up thereon, be given in  
lieu of and in exchange for each old  
share of \$10 fully paid up, and that  
thereupon the old shares be cancelled.

2. That of the remaining \$1 payable in  
respect of each of the New Shares, the  
sum of 50 cents be paid on the surrender  
of the old share, and that the remainder  
be called up (\$10) quarterly, and at  
such times and in such instalments as  
the Board may determine.

Should the above Special Resolution be  
passed by the requisite majority of Shareholders,  
it will be submitted for confirmation to a  
second Extraordinary General Meeting to be  
subsequently convened.

By Order of the Board of Directors,  
W. KERFOL HUGHES,  
Secretary.

Hongkong, 25th October, 1902. [234]

THE STEAM LAUNDRY COMPANY LTD.

Works:—Canary Bay (adjoining  
Keppel's Stables).  
Town Depot:—2, Bowesford Arcade  
(Alleyway).

A LL work is done under European super-  
vision, and the object noble products  
common to China, and of a colouring from  
the mouth and the hand, the clothes are not  
permitted. Coloured and delivered at private  
residence. Gentleman's washing 30 per month.  
Special terms of delivery or application to  
Mr. F. G. JALLEN, Manager.

Hongkong, 2nd October, 1902. [168]

## OREGON LUMBER.

**T**HIS Undersigned, being closely connected  
with the leading MILLS at PORT  
LAND and BUGLE SOUND, are always prepared  
to book orders for any specifications at  
LOWEST RATES.

Hongkong, 14th February, 1902. [162]

## COLD STORAGE

**T**HE HONGKONG ICE COMPANY, Ltd.,  
have now 40,000 Cubic feet of Cold  
Storage available EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily. Sundays  
excepted to receive and deliver perishable goods.

Wm. PARSONS, Manager.

Hongkong, 18th November, 1901. [162]

## CONTRACTORS

CONTAINING Articles of Special Interest  
to Foreigners, Illustrations, descriptions of the  
People, Customs, &c. of the Far East.

Editor:—A. E. KELLY & WILSON,  
Singapore.

THE EAST OF ASIA.

## JUST ISSUED

CONTAINING Articles of Special Interest  
to Foreigners, Illustrations, descriptions of the  
People, Customs, &c. of the Far East.

Editor:—A. E. KELLY & WILSON,  
Singapore.

Hongkong, 6th March, 1902. [71]

INSURANCES  
GENERAL MARINE INSURANCE  
COMPANY, LIMITED,  
OF DRESDEN.

**T**HE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN and  
CHINESE RISKS.

HOTZ & JACOB & CO.  
Hongkong, 1st September, 1902. [232]

NORTH-GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above  
Company are PREPARED TO ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

SIMMSEN & CO.

Hongkong, 20th May 1895. [237]

PHEONIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [238]

WHAT YOU  
WANT TO KNOW

about a life assur-  
ance company is  
just what you  
would want to know  
about a bank or my  
other institution  
in which you  
thought of investing.

What is the company's earning  
ability as shown by its past  
history?

What is the outlook for future  
dividends as indicated by its  
accumulated surplus?

These two ques-  
tions answered,  
and the rest is of secondary  
importance. Any  
agent of the Equitable  
will answer  
these questions—  
or any others—to  
your satisfaction.

F. KIENE,  
Hongkong Manager,  
EQUITABLE LIFE,  
14, Des Voeux Road.

Hongkong, 20th October, 1892. [274]

THE LIVERPOOL AND LONDON AND  
GLOBE INSURANCE COMPANY.

Assets EXCEED TEN MILLIONS STERLING.

The Undersigned having been appointed  
AGENTS of the above Company, are prepared  
to ACCEPT RISKS against FIRE, FOREIGN and  
CHINESE RISKS against FIRE, at Current Rates.

WM. MEYERINK & CO.

Hongkong, 3rd June, 1902. [236]

NORTH-BRITISH AND MEXICAN  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901  
\$15,222,683.

I. AUTHORIZED CAPITAL... \$3,000,000 0 6

SUBSCRIBED CAPITAL... 2,750,000 0 6

PAID-UP CAPITAL... 687,500 0 6

II. FIRE FUNDS... 2,692,618 5 2

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO.

Agents.

Hongkong, 1st July, 1902. [179]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA,  
INCORPORATED 1861.

Cash Security... \$125,719

Total Losses Paid... \$28,769,240

The Undersigned having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [142]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.

Agents.

Hongkong, 21st April, 1897. [118]

"L'URBAINE"

FIRE INSURANCE COMPANY, LTD.

(Established 1898.)

The Undersigned, having been appointed  
GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

P. LEMAIRE & CO.

Hongkong, 4th February, 1901. [172]

TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.

Agents.

Hongkong, 18th November, 1892. [235]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.

Agents.

Hongkong, 16th May, 1892. [236]

SALEMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are prepared  
to ACCEPT RISKS against FIRE at Current Rates.

HOTZ & JACOB & CO.

Hongkong, 2nd April, 1900. [172]

ESTABLISHED 1856.

NORTHERN INSURANCE COMPANY.

THE Undersigned AGENTS of the above  
Company are prepared to ACCEPT First  
Class Foreign and Chinese Risks against  
FIRE at Current Rates.

J. TURNER & CO.

Hongkong, 21st October, 1902. [279]

## SCIENTIFIC MISCELLANY.

READ ABSOLUTE ZERO—THROMBIA TREATMENT  
IN JAVA—CHIROP HYDROGEN—HYDRAULIC  
BLASTING—A LAND OF MURMURS—HAL-  
LUCKINATIONS—ETHER-WAVE OBSTACLES—  
THE REGION OF SHRUBS—CAUSE OF SLEEP.

Liquid hydrogen, first obtained by Prof. James

Dewar in 1893, is by far the lightest liquid

known, its density being only one-fourteenth that

of water, and a piece of pitch-wood is the only

solid light enough to float on its surface, it

is by far the coldest liquid, its boiling point at

atmospheric pressure being minus 252 deg. C.

Under the air-pump it cools to minus 258 deg.,

when it solidifies as frozen foam, and this fur-

ther reduction of pressure is lowered in tem-

perature to minus 260 deg., or only 13 deg.

above absolute zero, this being the lowest

steady temperature yet reached. The solid

may be also as clear transparent ice, only

one-eleventh as heavy as water. Under this

cold every substance definitely known except

helium solidifies, and liquid hydrogen may be

said to introduce us to a world of solid bodies.

The liquefaction of helium, the difficult and

costly problem upon which Prof. Dewar is now

working, is expected to yield temperatures

within 5 to 10 degrees of absolute zero. It is</p

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commanding from Green Island, Vessels anchoring nearest Kowloon are marked **k**, nearest Hongkong **h**, midway between Hongkong and Kowloon **m**, and those vessels berthed at the Kowloon Wharf **w**, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	-	C. L. Daniel	P. & O. S. N. Co.	On 8th Nov., at Noon.
LONDON, VIA SUEZ CANAL	MENELAUS	Brit. str.	-		BUTTERFIELD & SWINE	On 11th November.
LONDON	GLENARTNEY	Brit. str.	-		MCGREGOR BROS. & GOW	On 14th November.
LONDON	AGAMEMNON	Brit. str.	-		BUTTERFIELD & SWINE	On 25th November.
LONDON	TANTALUS	Brit. str.	-		BUTTERFIELD & SWINE	On 7th December.
LIVERPOOL DIRECT	PINGOUET	Brit. str.	-		BUTTERFIELD & SWINE	On 8th November.
LIVERPOOL DIRECT	DEUCALION	Brit. str.	-		BUTTERFIELD & SWINE	On 20th November.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ALCINOUS	Jap. str.	-		BUTTERFIELD & SWINE	On 20th December.
MARSEILLES, &c., VIA PORTS OF CALL	INABA MARU	Fren. str.	-		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ERNEST SIMONS	Jap. str.	-		MESSENGERS MARITIMES	On 3rd November, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HITACHI MARU	Brit. str.	-		NIPPON YUSEN KAISHA	On 15th Nov., at Daylight.
MARSEILLES, & LONDON	JAVA	Ger. str.	2 m.	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 14th Nov., at Noon.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	-		MELCHERS & CO.	On 12th Nov., at Noon.
HAVRE & HAMBURG	SAXONIA	Ans. str.	-		Jaeger	On 6th November.
HAVRE & HAMBURG	SERBIA	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 3rd December.
HAVRE & HAMBURG	SUZIEN	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 17th December.
TRISTE, &c., VIA SINGAPORE, &c.	ALESIA	Ans. str.	-		HAMBURG-AMERIKA LINIE	On 31st December.
NEW YORK, VIA PORTS & SUEZ CANAL	MARQUIS BACQUEHEM	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 15th November.
BALTIMORE & NEW YORK	LOTHIAN	Fren. str.	-		HAMBURG-AMERIKA LINIE	On 20th November.
VANCOUVER, VIA SHANGHAI, &c.	CHARLES TIREBIGHEN	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On about 26th inst.
YOKOHAMA, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	-		HAMBURG-AMERIKA LINIE	On or about 5th November.
YOKOHAMA, VIA SHANGHAI, &c.	TARTAR	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 15th November.
YOKOHAMA, VIA SHANGHAI, &c.	YANGTZE	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 20th Nov., at Noon.
DUKE OF FIFE	DUKE OF FIFE	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 3rd November, at Noon.
KAGA MARU	KAGA MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	On 12th Nov., at Noon.
INDRAFUMA	INDRAFUMA	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 6th November.
YAWATA MARU	YAWATA MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	On 12th November.
TSINIAN	TSINIAN	Brit. str.	-		HAMBURG-AMERIKA LINIE	On 9th November.
AUSTRALIAN PORTS	AUSTRALIAN PORTS	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
AUSTRALIAN PORTS	KAGOSHIMA MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.
YOKOHAMA, VIA SHANGHAI MOJI & KOBE	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
KOBE & YOKOHAMA	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
NAGASAKI & KOBE	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
TIENTSIN	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
NEWCHWANG	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
SHANGHAI	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
SHANGHAI	SHANGHAI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
TAMSUL, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.
FOOCHEW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.
ANPING, VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.
MANILA	ROBBERTA MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.
MANILA	RUBI	Brit. str.	-		HAMBURG-AMERIKA LINIE	Today.
BOMBAY, VIA SINGAPORE & PENANG	BISAGNO	Ital. str.	-		HAMBURG-AMERIKA LINIE	Today.
SINGAPORE, COLOMBO & BOMBAY	IDZUMI MARU	Jap. str.	-		HAMBURG-AMERIKA LINIE	Today.

## SHIPPING.

## VESSEL ON THE BERTH

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.  
(Taking cargo at through rates to TSINGTAU, CHINKIANG and HANKOW.)

THE Steamer

"LOONGMOON"

Captain Schulz will be despatched for the above port TO-DAY, the 31st inst. at 4 P.M.

The Steamer has superior accommodation for First and Second Class Passengers.

For Freight Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 29th October, 1902. [2372]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above port on TUESDAY, the 4th November, at 4 P.M.

High-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEW N. T. TOME & CO., General Managers.

Hongkong, 28th October, 1902. [2384]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS OF SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG, 1902

"LOTHIAN" About 29th Oct.

"LOWTHER CASTLE" " 4th Nov.

"BORDER KNIGHT" " 15th Nov.

"ORONO" " To follow.

"CROYDON" " To follow.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 20th October, 1902. [711]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ PORT SAID, MESSENA, NAPLES, LECHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALICO.

Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamer

"BISAGNO."

Captain Musio, will be despatched above on TUESDAY, the 11th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th October, 1902. [4]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED.

GENERAL Agents for China and Japan.

Hongkong, 4th August, 1897. [2871]

SHIPPING REPORTS.

The German steamer "Potschaburg" from Koh-ching 20th Oct. and Swatow 20th, had strong N.E. monsoon and rough seas with squalls and rain.

The British steamer "Yungtze", from Glasgow and Birkenhead 20th Sept., had moderate to fresh N.E. winds and squalls throughout; sea moderate.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAISE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Negre, will be despatched for the above ports on or about SUNDAY, the 2nd November.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th October, 1902. [2872]

GLEN LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamer

"GLENARTNEY".

Captain Stevenson, R.N.E., will be despatched above on SATURDAY, the 1st November.

For Freight or Passage, apply to McGREGOR BROS. & GOW.

Hongkong, 28th October, 1902. [2871]

## VESSELS ADVERTISED AS LOADING.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

INABA MARU MAESVILLE, LONDON, ANTWERP, VIA SINGAPORE, SATURDAY, 1st NOV.

W. Bainbridge W. Bainbridge, SYDNEY, AND MELBOURNE, VIA VILLE AND BRISBANE, THURSDAY, 1st NOV.

SADO MARU NAGASAKI AND KOBE, THURSDAY, 4th NOV.

W. Thompson KAGOSHIMA MARU, THURSDAY, 4th NOV.

K. Kori KAGOSHIMA MARU, THURSDAY, 4th NOV.

KAGA MARU J. W. Ekstrand, THURSDAY, 4th NOV.

G. W. Gordon, R.N.E. IDZUMI MARU M. Yagi, THURSDAY, 4th NOV.

W. Frankel HITACHI MARU, THURSDAY, 4th NOV.

J. Campbell IDZUMI MARU, THURSDAY, 4th NOV.

KAWACHI MARU J. S. Thompson, THURSDAY, 4th NOV.

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## OCEAN STEAM SHIP COMPANY, LTD.

**OUTWARDS.**

STEAMERS	DUE
GLASGOW and LIVERPOOL.. "TANTALUS"	On 8th November.
GLASGOW and LIVERPOOL.. "ALCINOUS"	On 13th November.
GLASGOW and LIVERPOOL.. "PELEUS"	On 3rd December.

**HOMEWARDS.**

STEAMERS	TO SAIL	
LONDON .....	"MENELAUS" .....	On 11th November.
LIVERPOOL DIRECT .....	"DEUCALION" .....	On 26th November.
(Taking Cargo at London Rates)		
LONDON .....	"AGAMEMNON" .....	On 25th November.
LONDON .....	"TANTALUS" .....	On 9th December.
LIVERPOOL DIRECT .....	"ALCINOUS" .....	On 29th December.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong 26th October, 1902.

## STEAM FOR BALTIMORE AND NEW YORK.

## THE French Steamer

"CHARLES TIBERGHIEN" will be despatched for the above ports on or about 21st November. For Freight, apply to ARNOLD KARBERG & CO., Agents.

Hongkong, 15th October, 1902. [2743]

## EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN."

Captain P. T. Helm will be despatched above on THURSDAY, the 20th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which assures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th October, 1902. [2842]



## TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

## REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU," 3,876 Tons,

Captain Tate, will be despatched for MANILA

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSS N KAISHA, Agents.

• Prince's Buildings, Ice House Street, Hongkong, 27th October, 1902. [16]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ATLAS, American ship. McKay.—Standard Oil Co.

MANUEL EL ALONSO, American ship, Nicholls.—Standard Oil Co.

PALGRAVE, British 4-m. barque, Robt. Coutts.—Order.

## NOTICE TO CONSIGNEES

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "CROYDON" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 4th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DUDWELL & CO., LD., Agents.

Hongkong, 25th October, 1902. [1832]

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"YANGTSE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 31st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th prox.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1902. [2402]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from steamer.

Cargo impeding the discharge of the vessel will be hauled and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DUDWELL & CO., LD., Agents.

Hongkong, 29th October, 1902. [7]

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## POST OFFICE NOTICES.

The Sydney, with the French Mail of the 3rd ult., left Saigon on Thursday, the 30th inst., at Noon, and may be expected here on or about Sunday, the 2nd prox. This Packet brings replies to letters despatched from Hongkong on the 29th August.

Xmas and New Year Parcels (via Gibraltar).—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 7th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 14th November, are due in London about the 27th December.

The rates of Postage are as follows:—

For a packet not exceeding 3 lbs. in weight ..... 50 cents.

" " 11. " " " 31.50.

With an additional 10 cents, Parcels may be sent via BRAZIL, and if posted before 3 p.m. on Friday, the 21st November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 28th November, are due in London about the 4th January.

All parcels containing Jewelry or any article of Gold or Silver must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

## MAILS WILL CLOSE.

P.O.R.	P.O.E.	DATE
Canton	Hongkong	Friday, 31st, 7.30 A.M.
Shanghai	Kwangtung	Friday, 31st, 9.00 A.M.
Salgao	Lewa	Friday, 31st, 11.00 A.M.
Singapore	Lothia	Friday, 31st, 1.15 P.M.
Macao	Heungshan	Friday, 31st, 3.00 P.M.
Shanghai	Loongmoon	Friday, 31st, 3.00 P.M.
Bangkok	Frigga	Friday, 31st, 4.00 P.M.
Kanchanak and Samshui	Tungkong	Friday, 31st, 5.00 P.M.
Shanghai	Hareyuan	Friday, 31st, 6.00 P.M.
Canton	Fatshan	Saturday, 1st Nov., 10.00 A.M.
Sydney and Melbourne	Kong Kong	Saturday, 1st Nov., 11.00 A.M.
Hokkow and Pakhoi	Yacata Maru	Saturday, 1st Nov., 11.00 A.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Cheleydra	Saturday, 1st Nov., 11.00 A.M.
Nagasaki, Kobe, Yokohama, Victoria, B.C.	Yangtze	Saturday, 1st Nov., 11.00 A.M.
Izumo, and Seattle	Daiji Maru	Sunday, 2nd Nov., 9.00 A.M.
Swatow, Amoy and Tamsui		Monday, 3rd Nov., 10.45 A.M.
Europe, &c., India via Tuticorin.	Ernest Simons	Printed matter and samples ..... 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.	Doric	Letters ..... 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		Printed Matter and samples ..... 10.00 A.M.
Shanghai, Moji, Kolo, Yokohama, Victoria, B.C., and Seattle	Kaga Maru	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila	Rubi	Letters ..... 11.00 A.M.
Europe, &c., India via Tuticorin.	Ghuzas	CLOSING QUOTATIONS.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		30th October.

## TO-DAY.

Regular Meeting of the Eastern Mark Lodge, Freemasons' Hall, 8.30 for 9 p.m.

## TO-MORROW.

Sale, Household Furniture, Salas Rooms, Mr. Geo. P. Lammert, 2.30 p.m.

Billiard Table, Salas Rooms, Mr. V. I. Remondos, 3.30 p.m.

Salas, Miscellaneous, Salas Rooms, Mr. V. I. Remondos, 2.45 p.m.

Regular Meeting of the Zetland Lodge, Freemasons' Hall, 8.30 for 9 p.m.

Excursion to Macao.

## COMMERCIAL.

## CLOSING QUOTATIONS.

30th October.

ON LONDON.—

Telegraphic Transfer ..... 1.81

Bank Bills, on demand ..... 1.81

Bank Bills, at 30 days' sight ..... 1.81

Bank Bills, at 4 months' sight ..... 1.81

Documentary Bills, 4 months' sight, 1.81

Credit, 4 months' sight ..... 2.10

ON GERMANY.—

1.71

New—On demand ..... 1.71

ON NEW YORK.—

4.01

Bank Bills, on demand ..... 4.01

Credit, 60 days' sight ..... 4.01

ON BORDEAUX.—

1.25

Telegraphic Transfer ..... 1.25

Bank, on demand ..... 1.25

ON CALCUTTA.—

1.25

Telegraphic Transfer ..... 1.25

Bank, on demand ..... 1.25

ON SHENZHEN.—

7.21

Bank, at sight ..... 7.21

Private, 20 days' sight ..... 7.21

ON YOKOHAMA.—

2.36 p.c.p.m.

On demand ..... 2.36 p.c.p.m.

ON MANILA.—

1.40 p.m.

On demand ..... 1.40 p.m.

ON SINGAPORE.—

1.40 p.m.

On demand ..... 1.40 p.m.

ON BATAVIA.—

1.01

On demand ..... 1.01

ON HAIPHONG.—

1.10 p.c.p.m.

On demand ..... 1.10 p.c.p.m.

ON SAIGON.—

1.10 p.c.p.m.

On demand ..... 1.10 p.c.p.m.

ON BANGKOK.—

6.01

On demand ..... 6.01

VERBINSKI, Bank's Buying Rate ..... 81.88

LEAF, 100 lbs., per cwt ..... 862.50

SLIVER, per cwt ..... 33

## OPIUM.

30th October.

Quotations are:—Allow's net to 1 catty.

Malwa New ..... \$960 to \$990 per picul

Malwa Old ..... \$1000 to \$1025 "

Malwa Older ..... \$1030 to \$1060 "

1. P. F. per wrapped ..... to —

Persian fine quality ..... \$900 to —

Persian extra fine ..... to —

Patna New ..... \$955 to — per catty.

Patna Old ..... \$965 to —

Bengal New ..... \$950 to —

Bengal Old ..... to —

VESSELS EXPECTED.

## THE INDIAN MAIL.

The Indo-China steamer Kunsong, from Calcutta and the Straits, left Singapore for this port on the 25th inst., p.m.

## THE FRENCH MAIL.

The M.M. steamer Sydney left Saigon yesterday at noon for this port.

## THE AMERICAN MAILS.

The T.K.M. steamer Nippon Maru left San Francisco for this port, via Honolulu, &c., on the 7th inst.

The P.M. steamer Peru left San Francisco for this port, via Honolulu, &c., on the 12th inst., on the 28th inst.

## MERCHANT STEAMERS.

The N.Y.K. steamer Isaba Maru (European Line) left Shanghai for this port on the 24th inst., and is expected here to-day.

The H.A.L. steamer Sicilia, from Hamburg, left Singapore for this port on the 24th inst., and may be expected here to-morrow.

## PRINTING OF ALL KINDS at the most moderate prices at

## THE DAILY PRESS OFFICE.

All proofs are red and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given

## JOINT STOCK SHARES.

HONGKONG, 30th October.

STOCKS. NO. OF SHARES. ISSUE VALUE. PAID UP. LAST DIVIDEND. CLOSING QUOTATION.

HONGKONG AND SHANGHAI BANKING CORPORATION ..... 80,000 \$125 \$125 \$0.104 and 10/bonus for 2nd half year ..... 30/1 for 1901. 30/1 for 1902. 30/1 for 1903. 30/1 for 1904. 30/1 for 1905. 30/1 for 1906. 30/1 for 1907. 30/1 for 1908. 30/1 for 1909. 30/1 for 1910. 30/1 for 1911. 30/1 for 1912. 30/1 for 1913. 30/1 for 1914. 30/1 for 1915. 30/1 for 1916. 30/1 for 1917. 30/1 for 1918. 30/1 for 1919. 30/1 for 1920. 30/1 for 1921. 30/1 for 1922. 30/1 for 1923. 30/1 for 1924. 30/1 for 1925. 30/1 for 1926. 30/1 for 1927. 30/1 for 1928. 30/1 for 1929. 30/1 for 1930. 30/1 for 1931. 30/1 for 1932. 30/1 for 1933. 30/1 for 1934. 30/1 for 1935. 30/1 for 1936. 30/1 for 1937. 30/1 for 1938. 30/1 for 1939. 30/1 for 1940. 30/1 for 1941. 30/1 for 1942. 30/1 for 1943. 30/1 for 1944. 30/1 for 1945. 30/1 for 1946. 30/1 for 1947. 30/1 for 1948. 30/1 for 1949. 30/1 for 1950. 30/1 for 1951. 30/1 for 1952. 30/1 for 1953. 30/1 for 1954. 30/1 for 1955. 30/1 for 1956. 30/1 for 1957. 30/1 for 1958. 30/1 for 1959. 30/1 for 1960. 30/1 for 1961. 30/1 for 1962. 30/1 for 1963. 30/1 for 1964. 30/1 for 1965. 30/1 for 1966. 30/1 for 1967. 30/1 for 1968. 30/1 for 1969. 30/1 for 1970. 30/1 for 1971. 30/1 for 1972. 30/1 for 1973. 30/1 for 1974. 30/1 for 1975. 30/1 for 1976. 30/1 for 1977. 30/1 for 1978. 30/1 for 1979. 30/1 for 1980. 30/1 for 1981. 30/1 for 1982. 30/1 for 1983. 30/1 for 1984. 30/1 for 1985. 30/1 for 1986. 30/1 for 1987. 30/1 for 1988. 30/1 for 1989. 30/1 for 1990. 30/1 for 1991. 30/1 for 1992. 30/1 for 1993. 30/1 for 1994. 30/1 for 1995. 30/1 for 1996. 30/1 for 1997. 30/1 for 1998. 30/1 for 1999. 30/1 for 1900. 30/1 for 1901. 30/1 for 1902. 30/1 for 1903. 30/1 for 1904. 30/1 for 1905. 30/1 for 1906. 30/1 for 1907. 30/1 for 1908. 30/1 for 1909. 30/1 for 1910. 30/1 for 1911. 30/1 for 1912. 30/1 for 1913. 30/1 for 1914. 30/1 for 1915. 30/1 for 1916. 30/1 for 1917. 30/1 for 1918. 30/1 for 1919. 30/1 for 1920. 30/1 for 1921. 30/1 for 1922. 30/1 for 1923. 30/1 for 1924. 30/1 for 1925. 30/1 for 1926. 30/1 for 1927. 30/1 for 1928. 30/1 for 1929. 30/1 for 1930. 30/1 for 1931. 30/1 for 1932. 30/1 for 1933. 30/1 for 1934. 30/1 for 1935. 30/1 for 1936. 30/1 for 1937. 30/1 for 1938. 30/1 for 1939. 30/1 for 1940. 30/1 for 1941. 30/1 for 1942. 30/1 for 1943. 30/1 for 1944. 30/1 for 1945. 30/1 for 1946. 30/1 for 1947. 30/1 for 1948. 30/1 for 1949. 30/1 for 1950. 30/1 for 1951. 30/1 for 1952. 30/1 for 1953. 30/1 for 1954. 30/1 for 1955. 30/1 for 1956. 30/1 for 1957. 30/1 for 1958. 30/1 for 1959. 30/1 for 1960. 30/1 for 1961. 30/1 for